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SECURITY INFORMATION

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German Democratic Republic

MISCELLANEOUS INFORMATION ON GDR SHIPYARDS

(6pp; German; August-

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This document consists of five reports, as follows:

A. Neptune Shipyards (SAG (Soviet Corporation) AmO), Rostock; August 1951: Deliveries of 15,000 tons of raw materials from the USSR allowed the shipyard to hire 350 fitters and welders. Three Russian destroyers (Nos. 42, 31, 28), two torpedo boats (T16, T23), and a tanker (the 1,200-ton KRYMLOB) are there for repairs. On 23 August fist fights developed when the administration tried to force through a collective labor contract. About 60 police are on duty at the yards.

B. Bodden Shipyards VVW (Federation of People-Owned Shipyards), Damgarten; September 1951: This shipyard is to be closed down to make room for an airfield already under construction.

C. VVW Stralsund Shipyards; August-September 1951: Seven luggers due to be finished 15 September 1951 are on the assembly line (450 tons, 38 meters long, 7 meters beam, 320 hp diesel, 120 hp auxiliary motor, 16 knots). They are for the maritime police; each of these luggers will have a crew of 24. Meetings held on the subject of a collective labor contract turned out rather stormy; two men who protested against the contract were subsequently arrested and have disappeared.

D. VVW Stralsund Shipyards; September 1951: Luggers 151-2-3-4 are ready for delivery; 155-6-7-8 are on the ways. The police boat FRIEDENSTAUBE (2 diesels, twin-screw; 2.8 cm antiaircraft and twin machine guns; 15-man crew) is in the yard for repairs.

E. VVW Stralsund Repair and Salvage Yards; September-October 1951: Four Soviet torpedo boats (T21, T27, T18, T32) were in the yards for engine repairs; all left on 3 October for maneuvers in the eastern part of the Baltic Sea. The merchantman VORWAERTS has developed a leaky bow section; these parts are being rewelded and reinforced with 3mm plates. Some salvage operations are being planned. There is no shortage of materials at present.

F. Warnow Shipyard, Warnemuende; mid-October 1951: The following ships were completed in 1951: (1) the 600-ton WILHELM PIECK; (2) the former American freighter GAVAN (extra large loading hatches and heavy deck supports); (3) the 1500-ton passenger ship CARELIA; (4) the 3500-ton freighter LEGOVO; (5) a 2500-ton freighter. The ships mentioned under 3, 4, and 5, all former wrecks, have gone to Russia. The following are on the ways: (1) the 8000-ton RUSS, formerly called CORDILLERA; (2) the salvaged German ship HANSA; (3) the former British ship JAKUTIE or JAKUTIA. On 6 September 1951 there were 6,000 workers at the yard.

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